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tion, "are the nearly allied (to colon) organisms, bacillus typhi, b. cholerae suis, American, and Hungarian, bacillus peripleuro-pneumoniae of calves, b. icteroides, derived from an original colon; are these germs possibly retrogressive into the common colon?" As an honored confrère has suggested to me, "is the bac. icteroides a colon become habituated to high temperatures in southern or tropic countries?"

From a rather intimate association with the bacillus icteroides, I am inclined to doubt that its specificity is a quality derived from heat, else all hot countries would readily generate "de novo" cases of yellow fever which would thus become endemic in them. The endemic of yellow fever, "sans jeune," in French Algeria is difficult of explanation, save that it was an infection with a para-colon—not with bacillus icteroides. Bacillus icteroides is more readily classed with bacillus pestis in its having to perfection the eminent qualities of toxicity, septicity, and infectivity unchangeable, so far as we now know, except by reduced temperatures, the ultimate fate of the attenuated germ being beyond our knowledge.

Respectfully,

EUGENE WASDIN,
Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

Report from Havre.

HAVRE, FRANCE, January 5, 1900.

SIR: I have the honor to report that, as already reported to the Bureau, I arrived at this port December 26, 1899, and called at the United States consulate in order to take up my duties in connection with that office. In the absence of Mr. Thackara, United States consul, I was received by Mr. J. P. Beecher, vice-consul, who gave me a most cordial reception and has done everything in his power to put me on a pleasant footing with those I shall have to meet in the execution of my duties.

As preliminary to entering upon my duties, I called with Mr. Beecher upon M. Nicolle, commissaire d'emigration, and upon the director of the French Line, M. Boyer, and his assistants, including Dr. Martin-Dupont who is medical director and has charge of all the medical and sanitary work of the line. All received me very graciously.

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From the consular records I learn that at present all the passengers leaving this port sail by the French Line (Compagnie General Trans-Atlantique), which sails every Saturday, and carries each week from 200 to 800 steerage; at this season of the year rather nearer the former than the latter number. These passengers can be divided for our purposes into 2 groups, viz, those from beyond Marseilles and collected at that city, and those from this side of Marseilles; generally, from various points in France or Switzerland. The latter are ticketed from many points but always near their homes and from a general district known to be healthy; the former, over half are all ticketed from Marseilles, or some point in Italy.

Those from Marseilles, possibly a fourth or fifth of the total number, are almost all from the Orient, chiefly Syria, Turkey, and Armenia. From their uncertain origin these passengers are a danger in so far as plague is concerned, but owing to the time that necessarily elapses before embarking, on account of these people coming to Marseilles by

boat, and owing to the fact that they are subjected to French quarantine regulations—the precise nature of which I can not at present state—this danger is at present small. Owing to the prevalence of diseases of the eye among the people from Asia, this class is besides, I understand, examined at Marseilles by an oculist employed by the steamship company. I might further state that this line will take no passengers coming from Portugal, at present, on account of the existence of plague in that country.

All steerage passengers arrive at Havre on a special train on Saturday morning about 6 a. m., seldom more than three or four hours before the steamer sails. They are put in a large room, where first they are vaccinated, or their marks passed by a physician of the French Line, and then, as they pass out one by one, are examined for trachoma and favus by the surgeon of the ship about to sail, and for general health by the surgeon representing the commissaire d'emigration. They then pass on to the clerk's desk, where they are entered on the immigration lists, and all not from Marseilles pass on board. The latter are held until their baggage is inspected or disinfected. Bedding, I understand, is always steamed in the steam chamber (about 5 by 8 feet) on the wharf, but other baggage is passed, or has a solution of carbolic acid and bichloride of mercury sprayed upon it.

It will be seen that the only passengers that might come from an infected district are several days on the road and are subjected to many examinations. I therefore do not contemplate imposing for the present at least any new restrictions beyond inspection and having all bedding and all personal baggage of passengers from Marseilles disinfected by steam.

I have also notified the French company that bedding may have to be prohibited later on but as the amount brought is very small I believe at present disinfection is sufficient.

Other vessels leaving this port for the United States, Puerto Rico, and Cuba are tramp steamers and sailing vessels and will be reported on in another letter.

Respectfully,

S. B. GRUBBS,
Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

GERMANY.

Report from Hamburg.

HAMBURG, GERMANY, *January 3, 1900.*

SIR: In accordance with instructions contained in Bureau letter of the 2d ultimo, assigning me to duty at this consulate, I have the honor to report upon my work here for the week ended December 30, 1899.

On account of having arrived immediately before Christmas, and the week that followed having been a holiday season in this city, little has been accomplished during the week. The present season of the year, however, is not the busiest with respect to the inspection of emigrants and vessels. The work is also somewhat simplified by there being only a single line of vessels carrying passengers from this port, the Hamburg-American Line. During the winter season usually only one passenger vessel a week is sent to the United States by this line, the sailing day being Sunday.